

Rarely Handsome Table Linens

At \$2.00

They arrived yesterday morning; are of particularly fine quality, 72 inches wide, and in patterns entirely new.

One design has great American Beauty roses carelessly strewn over a cross-stripe background—bold and striking.

Another has its fine plain surface broken by a simple ornamentation of fleur-de-lis—most elegant.

Pond lilies form the decoration of a third design. They seem thrown in reckless profusion over a background of ribbon striped damask.

L. S. AYRES & CO.

Sole Agents for Standard Patterns.

Manufacturer of Grilles and Fret Work.

ADVANCE NOTES

In Spring

Wall Paper

Wonderful patterns

A STORE FULL OF STYLE

Fine Flower Effects

Delicate Tracery Patterns

Soft Shades in

Greens, Browns, Grays.

The Borders Are Beautiful

Come now and see the whole

stock in its fullness.

Albert Gall

Carpets, Draperies, Wall Paper,

17 and 19 West Washington Street.

Hardwood Floors laid, finished and refinished.

Cuttings from Little Katie's Scissors—No. 19

Some dogs delight to bark and bite,

Some cats to yowl and scratch—

My dog and kitten never fight,

Nor any trouble hatch.

They eat no highly seasoned food,

And when on milk they're fed—

I always add, to make them good,

A slice of.....

Quaker

Bread

"Go to a Glove Store for Gloves."

Ladies' Kid Gloves—75c, 89c, \$1, \$1.25

and up.

One lot full P. K. at \$1 a pair.

Misses' Kid—75c and \$1 a pair.

Tricketts

10 EAST WASHINGTON STREET.

THE VENEZUELAN CASE

GENERAL HARRISON EXPLAINS THE

BOUNDARY SITUATION.

His Position Not Made Clear in a Pre-

ceding Interview—What Venezuela

Secured from the Tribunal.

General Harrison calls attention to the

fact that the report in yesterday's Journal

of his statement with reference to the British-

Venezuelan boundary was not quite ac-

curate.

"I did not say, of course," said the ex-

President, "as any one who had followed

the case would know, that Great Britain

"had been dispossessed of not only the land

in dispute, but also the greater part of

the land," etc. What I did say was that

before the intervention of the United States

in the controversy Great Britain had main-

tained in her correspondence with the en-

voiced that all of the territory within a cer-

tain line was so indisputably hers that the

question was not open to arbitration. Out-

side of this line of certain ownership she

put forward claims to a very large extent

of territory. Her claim of an indisputable

title included the mouth of the Orinoco

river, at least on the right bank, which was

occupied with two military or police

stations. As the investigation proceeded and

the evidence was submitted Great Britain's

pretensions to territory outside of the line

she had indicated was shown to be so un-

tenable that they were in large part aban-

doned in her argument and the territory

assigned to Venezuela. In addition, the

mouth of the Orinoco and a coast line of

some fifty or sixty miles to the east of it

was awarded to Venezuela, as also several

thousand square miles of territory in the

interior which was claimed by Great Brit-

ain to be indisputably hers. The en-

THE LYNCHING CASE

IS NOW IN FULL SWING IN THE

UNITED STATES COURT.

W. V. Rooker, Attorney for the Plain-

tiff, Alleges a Cause Not Before

Branches for the Lynching.

SHERIFF GOBIN ON THE STAND

QUESTIONED ABOUT HIS ACTS THE

NIGHT TYLER WAS KILLED.

He Tells of the Coming of the Mob

to the Jail—John C. Carlisle Also

Gives His Testimony—Saw the Mob.

The trial of the lynching case known as

Tyler against Gobin was begun in the Fed-

eral Court yesterday morning. The court-

room was crowded to its utmost capacity

with the witnesses and persons who are

interested in the trial. After innumerable

questions by the attorneys touching upon

the qualifications of the talesmen a jury

composed of the following men was finally

selected to try the case: Pearly Hay-

worth, Torie Haute, farmer; O. P. Hadley,

farmer; William E. Saylor, farmer; John

W. Rooker, attorney; John L. Carter, re-

retired farmer; David Coffey, Decatur, mer-

chant; George W. Burns, Martinsville, bar-

ber; John Coburn, Indianapolis, lumber

merchant; James Buck, Star City, farmer;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

John D. Brosnan, Indianapolis, merchant;

A SERIOUS CHARGE MADE

J. F. MATSON GIVES OUT WHAT HE

SAID TO THE GRAND JURY.

He Alleges that Ex-Councilman Har-

ston Said He Got \$5,000 for His Vote

—Harston Denies the Charge.

Several witnesses were examined by the

grand jury yesterday as to the knowledge

of bribery in connection with the sale of the

street-railway franchise. Those who went

before the jury were Charles R. Williams,

Harry J. Milligan, D. M. Parry, John G.

Williams, Charles F. Smith and J. F. Mat-

son. The latter, before going into the jury

room yesterday morning, made a sensation-

ary statement in reference to Al Harston,

who was a member of the City Council

when the ordinance disposing of the fran-

chise was passed.

Matson claimed that Harston told him

received \$5,000 for his vote in favor of the

ordinance. Matson said that Harston made

this confession to him one day at Frank

Jones's house, a cousin of Matson. The

latter happened to be in the stable when

Harston came in and Jones introduced him.

Matson said Harston was very talkative

and in the conversation remarked that "the

railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to

the railroad tracks would have to come up to